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<input type="radio"/>	<input type="radio"/>	12	DKFL	opening\$ OR hole\$ OR gap\$1 OR aperture\$1 OR crevice\$1 OR recess\$ OR slot\$ OR holder\$1	unrestricted	393
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### Motor Industry Research - 1980 to date (MIRA)

#### Accession number & update

00176160 20011123.

#### Title

Mini: Electronics.

#### Source

AutoTechnology, p 40 (2 p, 2 fig, 0 ref), Vol 01, No 05.

#### Author(s)

KRIEBITZSCH-I.

#### Author affiliation

BMW AG.

#### Abstract

BMW is focusing on mini segments in an electronic world as the electronic functions are becoming more significant in small and compact cars. The Mini is offered with standard equipment like **central** locking which helps the customer to choose the **opening** and the locking logic freely and the ventilation of air conditioner is varied for different options with an re-circulation button. The networking offers efficient and simple diagnosis of all systems in the car and makes trouble shooting easier. A navigation system with a 6.5inch monitor is provided for simultaneous presentation of the different functions. A **central** display on the **instrument panel** presents road speed and all other relevant information. The electronic system in the Mini provides sophisticated functions and accentuates the car design. (Domex).

#### Classification codes

Section: 20 Components

Subject No: 280.

#### Descriptors

ELECTRONICS-EMC-FIBRE-OPTICS; BMW; MINI; ELECTRONIC-SYSTEMS; NETWORKING; NAVIGATION; COMPANY-CARS.

#### Publication type

AA, Technical.

#### Language

EN, ENGLISH.

#### Publication date

20011001.

#### Entry date

09 November 2001.

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### Motor Industry Research - 1980 to date (MIRA)

#### Accession number & update

00172739 20011017.

#### Title

Mazda Scrum - new series features all-aluminum engine.

#### Source

Auto Asia - auto-asia.com.

#### Abstract

Mazda's new Scrum series of passenger wagon and commercial vans consist of an all-aluminium DOHC engine with low fuel consumption, aiming to sell 800 units per month through Japan's Autozam dealership channel. The Scrum can be obtained in commercial truck, station wagon and commercial van versions, designed to focus on flexibility and manoeuvrability. Scrum Station Wagon DOHC Standoff Aero Turbo PZ is a high-priced model in new Scrum line-up in Japan. Vehicle acquisition tax is reduced on all these vans and truck models, as they qualify under the 'excellent low-emission' category laid by the Ministry of Land, Infrastructure and Transportation, and Japanese 2002 emission standards for commercial and micromini vehicles. The station wagon is designed with a low-roof and a **dash-mounted** four-speed automatic transmission. Its DOHC turbo boosts torque to 14.6kg-m (106Nm) at 3,500rpm from 14kg-m, at the same engine speed. Modified **instrument panel** design helps in shaping and designing all models. A **centre** console and rear cup holder makes the interior functional and the revised seat and door **trims** have been configured to improve comfort. The three grades 2002 passenger wagon's price range from Y1.118m (\$9,395) for the 'Standoff' high-roof model with five-speed manual transmission to Y1.455m (\$12,225) for the 4x4 Standoff Aero Turbo PZ with four-speed automatic shift. The passenger wagon's interior colours, **instrument panel**, seat and door **trims**, seat configuration have been upgraded and the new PC grade offers intermittent windshield wipers, power door locks, a keyless entry system, and tinted glass. The GA and PA grades have body-coloured bumpers and ultraviolet filtering windows on the front doors. The four-wheel-drive PC model is equipped with new and automatic three-speed automatic transmission. The truck's turning radius has been reduced to 3.8 metres from 4.1 metres, both doors having new rust resistant steel **panels** and 90% of the body's surface area has been treated to prevent corrosion. Some modifications have been done to the steering wheel and seats to provide comfort to the driver. Scrum van's price ranges from Y0.818-1.104m (\$6,875-9,280) but truck prices range between Y0.555m (\$4,665) and Y1.039m (\$8,730). (IIPD).

#### Classification codes

Section: 9.

#### Descriptors

MAZDA; COMMERCIAL-VEHICLES; DATA-SHEETS; FORECAST-REGISTRATIONS; FUEL-CONSUMPTION;  
LOW-EMISSION-VEHICLE; MAZDA; NEW-MODELS; PRICING; TRUCKS; WAGON.

**Publication type**

ABN, Business.

**Language**

EN, ENGLISH.

**Publication date**

20010917.

**Entry date**

21 September 2001.

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### Motor Industry Research - 1980 to date (MIRA)

#### Accession number & update

00191459 20020617.

#### Title

Multi-axle vehicles benefiting from much-praised CF qualities: New standards in design.

#### Source

DAF - Press Release.

#### Abstract

A large number of features that distinguish the new CF series from its predecessor, have received much praise from transport operators and drivers. The cab of the new CF, for instance, had 14 extra cm added to its length at the rear, which gives even more space, in the day cab as well as the sleeper cab. Moreover, the new CF series cannot only be specified with a day cab or standard sleeper cab, but also with a SpaceCab, with extra high roof and 1.85 m of headroom over the engine hump. And in the new interior, the wishes of the driver have been optimally met. The new versions within the CF series, the so-called 'multi-axle' vehicles, also benefit from all these much-praised qualities.

On the outside, the new CF distinguishes itself from its predecessor by an entirely new cab styling, underlining the family relationship with the successful XF series. The CF series was given the same characteristic lower grille as the XF, although the vanes have been given a somewhat sturdier styling to accentuate the character of a Performance Utility Vehicle.

14 cm added to cab length Both the day cab and the sleeper cab had 14 cm added to their length for more interior space. This enabled a 70 cm wide bunk to be fitted. The mattress is 12 cm thick as standard. A comfort mattress, with a thickness of 15 cm, is available as an option. Apart from the standard single-bunk or twin-bunk sleeper cab, the SpaceCab with extra high roof and two generously sized bunks can also be specified for the CF vehicles. The SpaceCab version offers 1.85 metres of headroom over the engine hump and its total storage space is 0.9 m<sup>3</sup>, divided over various storage compartments. There are not only two generously sized under-bunk storage compartments - of which

the one on the left-hand side is an airtight version accessible from outside - but, just like the XF SpaceCab, the CF SpaceCab also has three large lockers over the windscreen. The extra cab length enabled seat adjustment to be improved. The seats have 200 mm fore-aft and 125 mm height adjustment ranges. In combination with the new steering column, which just like in the XF has a high hinge point, this enables every driver to find an ideal seating position. The cockpit-style design of the **dashboard**, offering optimum accessibility of all handles and switches, and the small comfortable-grip steering wheel ensure that every driver will immediately feel at home in the new CF.

**Completely new interior** The completely restyled interior of the CF series proves that functional can also be beautiful. With its low floor and compact engine hump, the CF cab offered a wealth of space as it was. However, the 14 centimetres that have been added to the cab length, have made the interior of the new CF series even more spacious. Seat adjustment has been considerably improved. Both the driver's and co-driver's seats have 200 mm fore-aft and 125 mm height adjustment ranges. This enables even the tallest driver to sit comfortably behind the compact 45 cm steering wheel. Just like that of the DAF 95XF, the steering column has a high hinge point, which gives a much more comfortable seating position and enables the driver to sit behind the steering wheel rather than above it. The steering wheel has a height adjustment range of 85 mm and it is adjustable for rake up to 15. The steering adjustment unlocking system is air-operated and is engaged by pressing a button on the steering column. A few seconds after unlocking, the adjustment system is automatically locked again. The new CF features the same comfortable seats as the XF series, with integrated head restraints and seat-mounted three-point safety belts. The entire interior is **trimmed** in beautiful dark-grey and blue shades. A walnut **dashboard** finish is available as an option. Thanks to the quality and colour schemes of the materials used, the CF cab will keep its good looks even after many years of intensive use, which will show in the trade-in value.

**Electronic instrument panel** Just like in the XF, the design and finish of the interior of the CF series exudes the atmosphere of a top-class passenger car. The rounded shapes and luxurious look of the **dashboard** take truck interior design in a totally new direction. The fitting of the new radio/DIN format tachograph in the console over the windscreen gave the stylists of the DAF Design Centre more freedom in the designing of the **instrument panel**. As the conventional tachograph on the **dashboard** was no longer required, an **instrument panel** could be designed that in terms of styling, image and layout bears a strong resemblance to that of a luxurious passenger car. At dark, the whole **panel** is clearly illuminated by LED's, creating a pleasant atmosphere.

**Cockpit-style dashboard** The **dashboard** curves around the driver, which ensures perfect accessibility of all controls and an optimum view of the new-designed **instrument panel**. Apart from an easy-to-read speedometer with odometer and trip recorder, the **instrument panel** features a same-size rev counter with ambient temperature recorder and clock, two air pressure gauges for the brake system, a coolant temperature recorder and a fuel gauge.

**Central information display** An LCD information display in the **centre** of the **instrument panel** gives information about vital vehicle and engine functions, such as brake system pressure, oil pressure and oil level, boost pressure, fuel level, charging voltage, coolant temperature, brake pad wear, and about the operation of, for example, ABS, ASR, EBS and DAF's ECAS air suspension system. In addition, the board computer provides information about journey times, average speed and, if relevant, PTO hours. The time of the next maintenance service is also indicated on the display. In the **dashboard**, on the right-hand side of the **instrument panel**, two DIN mounting niches have been provided for radio and CD player, while in the console over the windscreen space has been made available for, for instance, CB or radiotelephone. Power supply, aerial and wiring, for easy mounting of audio equipment, are specified as standard. However, DAF can also supply excellent audio equipment with six high-end speakers ex-works.

**Wealth of storage space** The normal sleeper cab is as standard specified with one bunk which is 70 cm wide (60 cm behind the seats), 202 cm long and has a 12 cm thick mattress. A 15 cm thick comfort mattress is available as an option, as is a second bunk, measuring 188 x 60 x 12 cm. If required, the lower bunk can also be fitted at a higher level, which enables it to be used as a settee and also creates a larger under-bunk storage area. The SpaceCab version with extra-high roof can be specified with one or two bunks. With its length of 205 cm, the higher bunk in the SpaceCab is even a bit longer than the lower bunk, and it has a full-length width of 70 cm. The new CF offers considerably more storage space than its predecessor. The day cab has two large storage bins behind the two seats and a generously sized storage tray on the engine hump. Together with the pockets in the new-moulded door **panels**, the storage spaces in the **dashboard** and over the windscreen, they give the day cab a storage capacity of about 0.13 m<sup>3</sup>. The sleeper cab with a bunk at standard height offers 0.235 m<sup>3</sup> of storage space. If a higher positioned bunk is specified, storage space is increased to 0.380 m<sup>3</sup>. The SpaceCab of course beats them all. With its generously sized under-bunk storage compartments and the large lockers over the windscreen, total storage space runs to no less than 0.9 m<sup>3</sup>. Both the SpaceCab and the standard sleeper cab feature an airtight storage compartment under the left-hand side of the bunk,



which is only accessible from outside the cab and can only be unlocked with open cab door. An ideal place to store gloves, dirty cloths, etc.

Rugged construction Trucks in the category of the CF series are, on the whole, not used for the easiest work. Vehicles used for distribution transport or for transport in the building industry are highly likely to incur minor damage. Just like all DAF's, the CF series therefore features a strong steel front bumper. To DAF this is a requirement which is just as normal as a large angle of approach or high ground clearance. Frequent and - more importantly - safe access and exit calls for a low cab floor and well-positioned entrance steps and grab handles. The CF series has an extremely low floor height, of 105 cm for the CF75 and 115 cm for the CF85. The non-slip, staggered entrance steps, which are evenly spaced and illuminated, make for 'natural' entry and exit. The doors are remarkably wide and roof-high, which makes entry and exit easier still. This is not unimportant for a driver in the distribution sector, who sometimes has to enter and leave the vehicle dozens of times a day. Furthermore, **central** door locking, if required remotely controlled, is available as an option for the new CF.

**Classification codes**

Section: 9.

**Descriptors**

DAF; DAF; DASHBOARDS; INSTRUMENT-PANELS; INTERIORS; LCD-DISPLAY; TRUCKS; UTILITY-VEHICLES; VEHICLE-DESIGN.

**Publication type**

Press Release.

**Language**

EN, ENGLISH.

**Publication date**

20020501.

**Entry date**

07 June 2002.

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**Motor Industry Research - 1980 to date (MIRA)****Accession number & update**

00191457 20020617.

**Title**

The evolution of proven XF technology: DAF introduces new XF95.

**Source**

DAF - Press Release.

**Abstract**

At the start of October this year, the successor to the widely-acclaimed 95XF, the new DAF XF95 will be going into production. Further improved productivity, even lower operating costs and even greater driver comfort were the primary design targets for DAF's new top model for international road transport. However, behind this modern design lies an impressive series of technical innovations, including a new, lighter chassis, even more economical engines and electronically-controlled disc brakes. The new XF95 is also available with an AS-tronic automated gearbox.

Since its introduction in 1997, the DAF 95XF has established a solid reputation, as demonstrated by the high residual values of the vehicles, the very high loyalty levels amongst customers, and superlative satisfaction amongst drivers. These successes have been further built on, in developing the truck's successor, the new XF95. The styling of the truck has been brought into line with that of the LF and CF series for distribution and **middle-distance** transport activities, respectively. The entirely newly-designed front, including its new, clear headlamps, a new grille, stylish and attractive spoilers and the newly designed and considerably lighter side skirts give the XF95 an unmistakably ultramodern image, without making the current generation XF look dated.

New chassis The chassis of the new XF95 was entirely redeveloped. Thanks to a new chassis construction with an additional lateral stiffener and the use of high-quality steel types, excellent rigidity has been achieved, at lower weight. Furthermore, the chassis is entirely flat and the majority of components have been mounted inside the chassis dimensions. The new XF95 has also been fitted with

disc brakes on front and rear axle (except axles with hub reduction). These brakes were developed in-house by DAF, and feature an entirely flat disc which is mounted on the hub via a special clamp/bolt connection, which above all offers advantages in terms of service life. The brake system is entirely electronically-controlled, whilst the DAF Engine Brake (DEB) is available as an optional extra, with a retarder which is automatically activated as the brake pedal is depressed.

**Engines:** improved torque development The new XF95 comes with the re-engineered 12.6-litre six-cylinder DAF engine, with 24-valve technology, turbocharging and intercooling. A choice is available from four output versions, 280 kW/381 hp and a torque of 1,750 Nm, 315 kW/428 hp and 1950 Nm torque, 355 kW/483 hp and 2100 Nm torque and finally the 390 kW/530 hp variant, with a maximum torque of 2,350 Nm. Through the use of top-quality cast iron for engine block and cylinder head, the compression ratio has been raised from 16.4 to 17.4:1. In combination with alterations to the turbo and electronic engine management system, the new XFs have become 1.5 to 2 percent more economical than their predecessors. In addition, torque development has been further improved, and thanks to the use of low-maintenance components, the service interval has been extended to a massive 120,000 km. As standard, these quiet engines are linked to a manual sixteen-speed gearbox, with powered 'Servo Shift' shift assistance, for considerably lower shift forces and shorter gear lever travel.

**AS-Tronic** For even greater comfort and output, the latest generation of ZFs AS-Tronic transmission is available as an optional extra, on the 4x2 and 6x2 versions. This automatic-shift transmission is fitted as standard with twelve speeds, but for extra heavy work, a sixteen-speed version is also available. Because the correct gear selection is made electronically, to suit every situation, the AS-Tronic combines optimum comfort with even lower fuel consumption. In addition, the driver is able to concentrate entirely on the road, thus enhancing vehicle safety. And if the driver prefers to take things into his own hands, the AS-tronic can be comfortably manually shifted, without the need for the clutch, as a sequential gearbox.

**Fleet Management Standard (FMS)** As an optional extra, every DAF XF95 is fitted with a connection for reading out a wide range of engine data, from an on-board computer with FMS standard. This standardised connection grants access to information about speeds travelled, fuel consumption, accelerator pedal position and engine speeds, as well as the use of the cruise **control**, clutch and PTO readouts, via the FMS connection. Information generated by this system offers the haulier the possibility of further optimising yields and vehicle deployment.

**Ultimate comfort** The DAF XF95 is synonymous with driver comfort, thanks to the optimum sitting position for both small and large drivers, the easy-to-read **dashboard**, and the numerous storage facilities. The new, suspended accelerator pedal offers optimum ergonomics and extra legroom, above all important when driving with cruise **control**, whilst the new electronic tachograph is mounted in the console above the windscreen, so that the radio can be mounted in the **dashboard**, within perfect reach of the driver. The most notable feature of the **dashboard** is the new **instrument panel**, with its amber illumination, and a **centrally-positioned** display which provides information about vital engine and vehicle functions. In addition, the upper bunk in the Space Cab and Super Space Cab versions has been extended from 1.88 to 2.05 metres, remote controlled **central** locking is fitted as standard, and the interior colour shades have been altered. As well as the standard black, the **instrument panel** can also be supplied either with a wood finish or a modern aluminium look.

**The evolution of XF technology** The new DAF XF95 builds further on the solid reputation of its predecessor, and is a true evolution of the widely-acclaimed 95XF. The lower own weight, reduced by at least 200 kg, is a direct bonus in terms of load-carrying capacity and hence productivity. In addition, disc brakes, longer maintenance intervals thanks to a large number of low-maintenance and maintenance-free components and even more economical engines also contribute to lower operating costs. And yet, alongside all these technical innovations, driver comfort has also been taken onto a higher plane.

The 4x2 variants of the new DAF XF95, in both the tractive unit and rigid chassis model, will be going into production as the start of October, as will the 6x2 tractive units with steered leading axle (FTG) and the FTP, a special tractive unit variant with an extra light 4.4-tonne leading axle with 17.5" wheels. At the start of 2003, the 6x2 rigids with trailing axle (FAR and FAS), the 6x2 rigids with steered trailing axle (FAN) and the 6x2 tractive units with trailing axle (FTR and FTS) will follow. During the course of 2003, the 6x4 and 8x4 versions will go into production, as well as the new FTM, an 8x4 tractive unit with tandem driven axles and a steered leading axle for extra heavy haulage operations.

#### Classification codes

Section: 9.

#### Descriptors

DAF; CHASSIS; DAF; ENGINES; TRUCKS; VEHICLE-DEVELOPMENT.

#### Publication type

Press Release.

**Language**

EN, ENGLISH.

**Publication date**

20020529.

**Entry date**

07 June 2002.

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☐ **document 3 of 10** [Order Document](#)**Motor Industry Research - 1980 to date (MIRA)****Accession number & update**

00175407 20011123.

**Title**

Daihatsu introduces new personal midget sedan.

**Source**

Asia Pacific Automotive Report (e-mail).

**Abstract**

Daihatsu Motor Company will launch MAX, its new personal midget saloon on November 01 2001, with an aim to sell 6,000 units per month. MAX, targeted at young customers, is offered with a choice of three engines, EF-VE 660cc three-cylinder DVVT engine, 660cc three-cylinder turbo EF-DET and 660cc four-cylinder turbo JB-DET engine, which promise improved fuel economy and low emissions. While the twincam DVVT engine EF-VE coupled with a newly developed catalytic converter and a pair of oxygen sensors helps the vehicle to achieve an U-LEV emission level (75% lower emissions than the Japanese government's 2000 standard), the other two engines achieve an E-LEV rating (50% lower emissions than the Japanese government's 2000 standard). The exterior of MAX is based on the concept of a sporty and spacious form, and the front mask includes sharp headlights and mesh grills. The fog bumper consists of fog lamps and the rear bumper has horizontally long combination lamps to provide a wide feeling. MAX's L and L-limited models are available with aluminium wheels as standard equipment. The new vehicle's interior is spacious, with the distance between the front and the rear seats being 840mm, the interior width being 1,275mm and the seat height set at 580mm from the ground for easier entry and exit. The interior comprises of a simple and modern **instrument panel** design with an easy-to-handle **instrument panel centre** shift lever and a 2DIN size audio system is fitted on the top of the **instrument panel**. The safety systems of MAX include a standard dual SRS airbag for front passengers, three-point ELR seatbelts with standard high power pretensioners and force limiters for front passengers, a standard brake pedal anti-intrusion system. (IIPD).

**Classification codes**

Section: 9.

**Descriptors**

DAIHATSU; DAIHATSU; DATA-SYSTEMS; EMISSIONS; ENGINES; EXTERIORS; FORECAST-REGISTRATIONS; INTERIORS; NEW-MODEL-PROGRAMMES; SAFETY-SYSTEMS; SALOONS.

**Publication type**

ABN, Business.

**Language**

EN, ENGLISH.

**Publication date**

20011029.

**Availability**

Availability: Not available for supply.

**Entry date**

31 October 2001.

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**Motor Industry Research - 1980 to date (MIRA)**

**Accession number & update**

00155555 20001114.

**Title**

The new CF series of DAF trucks developed 'to drive your business'.

**Source**

Paccar - Press Release.

**Abstract**

'Drive your business' is the slogan DAF Trucks used when it first presented the new CF series at the IAA Automotive Show in Frankfurt, in September 2000. A new series of trucks for a wide range of transport applications, which just like the successful XF series is characterised by an up-to-date appearance and an extra spacious, comfortable cab. With an interior that in terms of design and finish meets the standards of a luxurious passenger car. It is a top-class product, which every driver will find a joy to take on the road, with a powerful and flexible engine, excellent drivability, electronically operated, ventilated DAF disc brakes on the front and rear axles and optimum comfort. And just like the DAF XF, the new CF series offers the highest possible reliability and high returns per kilometre as a result of optimum availability, low operating costs and high payload thanks to its low kerb weight. The 4x2 models of the new CF series, tractors as well as rigids, will be taken into production in the first months of 2001. The 6x2 versions are to follow suit in the autumn of 2001 and production of the 6x4 and 8x4 models will start in the first months of 2002. Until that time the multi-axle vehicles of the current CF series will be kept in production.

**Cab 14 cm longer:** On the outside, the new CF is distinguished from its predecessor by a totally restyled cab underlining its family relationship with the successful XF series. The CF series was given the same characteristic lower grille as the XF, although its vanes are a bit sturdier to emphasise the character of a performance utility vehicle. The day cab as well as the sleeper cab had 14 centimetres added to their length to obtain more interior space. This enabled the mounting of a 70 cm wide bunk with a mattress that is 12 cm thick in the standard version. A 15 cm thick comfort mattress is available as an option. Apart from the standard single or twin bunk sleeper cab, the extra high Space Cab with two generously sized bunks can be specified for the new CF series. The Space Cab version offers 1.85 m of headroom over the engine hump and its storage space adds up to 0.9 m. There are generously sized under-bunk storage compartments - of which the one on the left-hand side is airtight and accessible from the outside - and, just like the XF Space Cab, the CF Space Cab has three large lockers over the windscreen. As a result of the cab extension, the seats have larger adjustment ranges: 20 cm for length and 12.5 cm for height. In combination with the new steering column, which similar to that of the XF has a large adjustment range and a high hinge point, this enables every driver to find an ideal seating position. The cockpit-style design of the **dashboard**, which brings all handles and switches within easy reach, and the small steering wheel, which offers excellent hand comfort and feel, ensure that every driver will immediately be at home in the new CF.

**Electronic instruments:** Just like in the XF, the design and finish of the CF cab interior give it the air of a top-class passenger car. The rounded shapes and luxurious image of the **dashboard** take truck interior design in a totally new direction. The fitting of the new DIN radio size tachograph in the console over the windscreen, gave the stylists of the DAF Design **Centre** more freedom in the designing of the **instrument panel**. As the conventional tachograph on the **dashboard** was no longer required, an **instrument panel** could be designed that in term of styling, image and layout, bears a strong resemblance to that of a luxurious passenger car. At dark, it is clearly illuminated by LED's, creating a pleasant atmosphere. An LCD information display in the **centre** of the **instrument panel** gives information about vital vehicle and engine functions, such as brake system pressure, oil pressure and oil level, boost pressure, voltage, coolant temperature, brake pad wear, and the operation of, for example, ABS, ASR, EBS and DAF's ECAS air suspension system. In addition, the board computer provides information about journey times, average speed and, if relevant, PTO hours.

**Efficient driveline:** Its splendid and advanced styling makes the new CF a showpiece for every transport operator. But just being beautiful is not enough. A truck should of course primarily perform well and be economical. After all, it must earn money and DAF Trucks has a long tradition of developing and producing efficient transport solutions that offer the haulier the highest possible returns per kilometre. The new CF series therefore has an efficient driveline offering a choice from a wide range of powerful Euro 3 engines with outputs varying from 136 kW (185 hp) for the lightest CF65 to 315 kW (428 hp)

for the heaviest CF85. All of them turbocharged and charge-cooled straight sixes with electronic fuel injection **control**, combining power and flexibility with low fuel consumption. Depending on vehicle application and engine output, exactly the right transmission can be chosen from a wide range of gearboxes, varying from two 6-speed ZF Ecolite gearboxes or a 9-speed Eaton unit for the CF65 to several 8-speed, 9-speed or 16-speed ZF gearboxes (Ecomid and Ecosplit) for the CF75 and CF85. Just like the XF, a CF fitted with an Ecosplit gearbox can be specified with an air-assisted Servoshift gearshift system as an option. In addition, fully automatic Allison transmissions are available for special applications. Depending on vehicle type and application, the CF range offers a choice of DAF rear axles with single reduction for normal road transport applications and hub reduction for heavy-duty work, for example in the building industry.

**Wide engine range:** The new CF65 series is powered by a 5.9 litre PACCAR engine developed by Cummins, which has four valves per cylinder and electronic common rail fuel injection. The engine is available in three power versions: 136 kW (185 hp), 162 kW (220 hp) and 184 kW (250 hp) with maximum torques of 700, 820 and 950 Nm, respectively. The new CF75 is fitted with the 9.2 litre DAF PE engine, an up-to-date 24-valve power plant, equipped with DAF's unique UPEC fuel injection system. There is a choice between a 183 kW (249 hp), 228 kW (310 hp) and a 265 kW (360 hp) version. The maximum torque of the 9.2 litre engine is available from 1100 to 1700 rpm and it is 1050, 1275 and 1450 Nm for the three power variants, respectively. The top of the CF range is the new CF85, equipped with the renowned 12.6 litre XE engine, also featuring 24-valve technology and for the CF available in three power variants: 250 kW (340 hp), 280 kW (381 hp) and 315 kW (428 hp), with torque generation of 1600, 1750 and 1950 Nm, respectively. Just like the 9.2 litre engine, the 12.6 litre DAF engine is provided with the UPEC fuel injection system.

**New chassis layout:** During the development of the new DAF CF series extra attention was paid to chassis weight reduction. As compared to the current CF series, a weight reduction of up to 165 kg was realised, depending on type and version, and this was achieved in spite of the use of, for example, Front Underrun Protection. To facilitate the mounting of landing legs and equipment such as compressors and refrigerating machines, components have been fitted on the inside of the chassis whenever possible, so that most of the outside of the chassis has been kept free. Mounting holes have been provided for easy attachment of superstructures. Just like in the current CF, a TRW steering system with Park Steer is used, which requires only light steering efforts even for dry-parking or manoeuvring at low speeds. The new CF can be specified with parabolic springs or electronically controlled ECAS air suspension on the rear axle. Air suspension on the front axle is an option for special applications.

**Electronically controlled DAF disc brakes** Lower costs per kilometre combined with higher safety and greater braking comfort. That was the most important objective in the development of the EBS braking system for the new CF series with ventilated disc brakes all-round. DAF Trucks therefore developed, in co-operation with Knorr, a totally new type of disc brake for the CF series. The design of conventional disc brakes has the disadvantage that under high loads the discs may become distorted and develop hairline cracks. The construction of a completely flat disc, bolted to the hub, has done away with this problem. As a result, the DAF disc brake stands out because of its extremely long service life. The combination with electronic brake **control** moreover gives good progressive braking, short response times and an optimum balance of wear. Furthermore, EBS offers better harmonisation with the trailer via the CAN interface, and faultfinding possibilities are optimal. The CF75 and CF85 can be fitted with a ZF Intarder as an addition to the normal service brake, while the CF85 can also be specified with the DAF Engine Brake (DEB).

Customer wishes as a starting point as was the case with the XF series, the development of the new CF began with a journey through several European countries. Numerous hauliers and drivers, of big companies as well as smaller firms, were interviewed. This gave a good picture of their idea of the ideal truck, in other words, of what the ideal truck should offer for the driver and the transport operator. As was to be expected, good drivability, economy and reliability, summed up as low costs per kilometre, were at the top of the list of wishes. In view of this, the new CF offers, for example, maintenance-free suspension on all 4x2 models, while maintenance intervals have been extended from 50,000 to 75,000 km and if synthetic oil and a centrifugal filter are used, even from 100,000 to 120,000 km. It is also obvious that driver comfort and the appearance, the styling of the truck is playing an increasingly important role. Rational reasons are no longer the only ones that count, emotion counts, too. A truck should of course be economical, i.e. offer low costs - or rather high returns - per kilometre. But it should also look good, on the inside and outside. After all, for the transport operator and quite often also for his customer, the truck is the company's face to the world.

#### **Classification codes**

Section: 9.

#### **Descriptors**

DAF-TRUCKS-NV; COMMERCIAL-VEHICLES; DAF-TRUCKS-NV; NEW-MODELS; VEHICLE-DESIGN.

**Publication type**  
Press Release.

**Language**  
EN, ENGLISH.

**Publication date**  
20001023.

**Entry date**  
31 October 2000.

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**Motor Industry Research - 1980 to date (MIRA)**

**Accession number & update**  
00136828 19991012.

**Title**  
Radical approach (Une approche radicalement differente).

**Source**  
Vehicle News (L'Information du Vehicule), p144 (4 p), No.238.

**Abstract**

French-based suppliers Valeo and Plastic Omnium, announced a 50-50 joint venture in October 1997 and Plastic Omnium Valeo Interiors S.N.C - known as POVI - was legally established in June 1998. Its deputy managing director, Adam Denman, said in May 1999 that POVI was close to landing a contract to provide a cockpit **module** to an unspecified European carmaker. POVI's first contract will be of the assembly project nature, producing **modules** for which the requirement is logistics, local assembly and sequenced delivery. For this contract, and all future ones, POVI will open a plant near the customer's assembly plant and deliver **modules** on a sequenced, just-in-time basis. Future new cockpit development - for the start of production in 2002 /2003 onwards - will demonstrate radical improvement in cost reduction that comes from rethinking everything. As a minimum, POVI believes the cockpit is a **dashboard, instrument panel**, support structure, HVAC, **centre** console functions, steering column, wiring and airbags; sometimes steering wheels and pedals are included. POVI design proposals allow for instrumentation and information displays and **dashboard** shapes to vary radically. Customers would have a huge range of appearances and functionality for differentiating the different brands and models that share the same platform. The modular approach also offers flexibility which is essential for manufacturers who want to take into account that there will be new functionality without yet knowing what it will be. Denman believes that one of POVI's strengths will be its ability to take responsibility for all parts and components of the **module**. (BH).

**Classification codes**  
Section: 5 Company-financial-information.

**Descriptors**  
VALEO; COMPONENTS-INDUSTRY; INTERIORS; JOINT-VENTURES; PLASTIC-OMNIUM; POVI;  
PRODUCT-DEVELOPMENT; SUPPLIERS; VALEO.

**Publication type**  
ABN, Business.

**Language**  
EN, ENGLISH.

**Publication date**  
19990601.

**Availability**  
MIRA ref: 99 3201.

**Entry date**  
13 September 1999.

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**Motor Industry Research - 1980 to date (MIRA)**

**Accession number & update**

00077215 19990301.

**Title**

Structural **RIM**.

**Source**

Autotech Congress, Seminar 9, Paper No C427/9/093, 12-15 Nov 91, (8 p, 7 fig).

**Author(s)**

POTTER-MA.

**Author affiliation**

(Bayer).

**Abstract**

Three basic processing routes of structural **RIM** are currently being used. Two are with the mould closed during the filling operation, the other is an open mould pour method. This paper presents and discusses the merits of each process and the type of products that can be produced. Processing parameters and typical physical properties which can be expected are outlined. A review of current and expected applications in the automotive industry will be presented which vary from decorative **trim** to roof liners, through semi-structural components such as **centre** consoles and **instrument panel frames** to bumper beams. The development trends both in the chemical development of the systems and in process techniques with the expected application areas are given. (Auth).

**Classification codes**

Section: 50 Production

Subject No: 500.

**Publication type**

AA, Technical.

**Language**

EN, ENGLISH.

**Publication date**

19911112.

**Availability**

MIRA ref: 92 07 265

Other ref: 6 9157.

**Entry date**

29 May 1996.

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**Motor Industry Research - 1980 to date (MIRA)**

**Accession number & update**

00095545 20020325.

**Title**

A production proven polyurethane skin technology for interior **trim** parts.

**Source**

SAE International Congress and Exposition, Detroit, Michigan, USA, 1995.02.27 - 1995.03.0, SAE Paper No. 950442.

**Author(s)**

Karwan-Thomas-W-; Long-Richard; Peters-Gerret-M-sJr.

**Author affiliation**

Colorim Systems, Inc. ; Colorim Systems, Inc. ; Colorim Systems, Inc.

**Abstract**

Interior design engineers can now utilize the latest production technology to meet the increasing demands for automotive interior **trim**. Colo-fast\SR SPR is a polyurethane spray technology which can provide flowing interior designs with soft touch, low gloss, consistent color and ten year durability; all without post painting. Besides providing these design features, this spray urethane system is production proven for high volume automotive requirements. Production plants using this technology are running at rates of more than 650 car sets per day. One car set includes an upper **instrument panel**, a lower **instrument panel**, a **center** console, a console cover, an airbag cover and a glove box door. Future production parts will include full door **panels** in two tone color schemes. This paper presents durability data for spray urethane. In doing so, it confirms the capability of this system to provide the long term durability and feel desired by automotive engineers. Equally important, this paper describes in detail the production process as it is currently performed for typical automotive production volumes.

**Publication type**

AA, Technical.

**Language**

EN, ENGLISH.

**Publication date**

19950227.

**Availability**

MIRA ref: NP 950375

Other ref: SAE.

**Entry date**

July 09, 1996.

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**Motor Industry Research - 1980 to date (MIRA)****Accession number & update**

00142482 20020221.

**Title**

Project management in car development.

**Source**

Automotive Technology International 2002, p48 (1 p, 1 fig),2000.

**Author(s)**

LEISSING-L.

**Author affiliation**

(CADFORM Engineering GmbH).

**Abstract**

During product development of individual systems such as **instrument panels**, **centre** consoles, interior **trim** and bumpers, the process of project management can be entrusted to a service provider like CADFORM Engineering. Tasks include: integration of **modules** into a system; integration of the system into adjacent systems; simultaneous networking of sub-operations; choice and co-ordination of suitable subcontractors; and safeguarding of customers' demands regarding quality, time and costs. The aims are to ensure quality, to meet deadlines and to minimise costs, while responding to the customers' demands. (MS).

**Classification codes**

Section: 50 Production

Subject No: 500.

**Descriptors**

PRODUCTION; CADFORM-ENGINEERING; PRODUCT-DEVELOPMENT; PRODUCTION-MANAGEMENT;  
PROJECT-MANAGEMENT-SYSTEMS; SIMULTANEOUS-ENGINEERING.

**Publication type**

AA, Technical.

**Language**



EN, ENGLISH.

**Publication date**

20000101.

**Availability**

MIRA ref: 00 02 270

Other ref: 9 2544.

**Entry date**

31 January 2000.

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**Motor Industry Research - 1980 to date (MIRA)****Accession number & update**

00116983 20010504.

**Title**

US Case Study: 1998 Chrysler Concorde and Dodge Intrepid:

**Source**

Automot Interiors Internat, Autumn 1997, p 6 (6 p, 13 fig).

**Abstract**

The 1997 Detroit Motor Show saw the unveiling of the new 1998 MY Chrysler Concorde and Dodge Intrepid. At the unveiling, it was commented that, due to the radical design, the vehicles were more concepts than actual production ready vehicles. However, production was exactly what Chrysler had in mind for these vehicles.

The new Dodge is available as a six-seater, however, Chrysler are concentrating more on the five-seater saloon vehicle. This model comes with an integrated floor console which sweeps upwards into the **dashboard** and **instrument panel**, creating a cabin very conducive to long journeys. In comparison, Chrysler concentrated more on a European style with the new Concorde. The Concorde has a **centre** console which is not visually tied to the **instrument panel** itself. Chrysler believe that this helps to make the cabin appear more airy. Due to federal knee bolster protection requirements for US cars, both the Dodge and Concorde's **instrument panels** stem from the same basic console as far as the glovebox. At this level upwards, the **dashboard** and **instrument panels** are design to be unique to each model. (MDS).

**Classification codes**

Section: 20 Components

Subject No: 219.

**Descriptors**

[interior-fittings](#); [INTERIORS](#); [Interior-fittings](#); [CHRYSLER](#); [USA](#); [INSTRUMENT- PANELS](#); [DASHBOARDS](#).

**Publication type**

AA, Technical.

**Language**

EN, ENGLISH.

**Publication date**

19971101.

**Availability**

MIRA ref: 98 05 138.

**Entry date**

22 April 1998.

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☐ document 10 of 10 [Order Document](#)

**Motor Industry Research - 1980 to date (MIRA)**

**Accession number & update**

00083366 20010406.

**Title**

The Multiplex Electrical System.

**Source**

ATA, Jan 81, p 33 (5 p, 8 fig).

**Author(s)**

GUAGLIUMI-R; et-al.

**Author affiliation**

(Marelli Autronica SpA); (Marelli Autronica SpA).

**Abstract**

The Multiplex electrical system for cars, controlled by a microcomputer, makes possible the elimination of a number of usually necessary electro-mechanical **devices** eg for the **control** of windscreen wipers, **dashboard** warning lights etc. This system is described here.

Each element in the system consists of a Multiplex **device** with one **central module** and two peripheral **modules**. Inputs from sensors are associated with each **module**, as well as a number of outputs.

The **central module** receives commands from the **dashboard** and sends them on to the peripheral **modules** in the form of serial information. The peripheral **modules** then activate or shut off the relevant **device**. These **modules** also receive information from various sensors, which is transmitted to the **central** unit, which activates warning lights and other **instruments** on the **dashboard**. The system has two symmetrical left and right sections, which may function independently in the event of damage to one side.

Details are also given in this article on the transmission of information, effected by varying the duration of electrical impulses, the failure-monitoring and warning systems and the characteristics of the integrated circuitry used. (IGR).

**Classification codes**

Section: 20 Components

Subject No: 270.

**Publication type**

AA, Technical.

**Language**

IT, ITALIAN.

**Publication date**

19810101.

**Availability**

MIRA ref: 81 05 155

Other ref: 2 8581.

**Entry date**

May 30, 1996.

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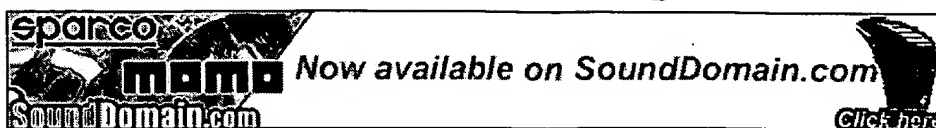
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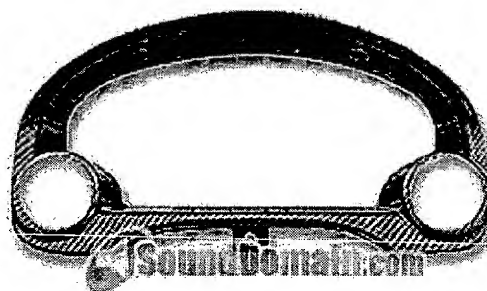


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1 DKFL

AN 9176754.

TI Criteria for test method suitability.

AU Russell-J-T.

IN Davidson Technology Center, US.

SO SAE-Paper, NR: 900734 (1990) Plastics in automobile instrument panels, trim and seating SAE Spec.Publ. \* VOL: SP-822 S: 127-135 PP: 9 FOTO: 199.

CN US.

LG en.

CC 65 RP 65 RPZ.

MJ PRUEFVORSCHRIFT-PRUEFMETHODE-PRUEFVORRICHTUNG-KONSTRUKTIONSHILFSMITTEL-ERZEUGNISPRUEFUNG.

AB Kriterien fuer die Eignung eines Tests. Diskussion von Kriterien zur Beurteilung der Eignung eines Tests fuer den vorgesehenen Zweck. Der Beitrag unterscheidet zwischen wuensenswerten, jedoch nicht unbedingt notwendigen Kriterien und unbedingt notwendigen Kriterien. Schluesselkriterien umfassen die Korrelation der Testergebnisse mit Charakteristika des Betriebsverhaltens, Anwendbarkeit auf einen breiten Produktbereich, Diskriminierung zwischen verschiedenen Produkten und ausreichende Genauigkeit. Der Beitrag geht auch auf grundlegende Philosophien zur Entwicklung von Testverfahren sowie notwendige Kompromisse bei dieser Entwicklung ein.

YR 90.

AV Original vorhanden.

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Search strategy

No. 1, Database ; Search term: "BEZEL\$1 OR FRAME\$1 OR RIM\$1 OR FACEPLATE OR TRIM\$ OR SURROUND OR COVERING OR PANEL OR HARDWARE OR MODULE\$" (Info added since: unrestricted, Results 3152)

No. 8, Database ; Search term: "dash OR dashboard OR (instrument OR control) ADJ panel\$1" (Info added since: unrestricted, Results 230)

No. 9, Database ; Search term: "automo\$ OR auto\$1 OR vehicle\$ OR vehicular OR car OR cars OR truck\$1 OR lorr\$3" (Info added since: unrestricted, Results 58764)

No. 10, Database ; Search term: "center\$2 OR centre\$2 OR central OR centrally OR centermost OR middle OR midpoint OR midway" (Info added since: unrestricted, Results 2834)

No. 13, Database ; Search term: "1 AND 8 AND 9" (Info added since: unrestricted, Results 64)

No. 14, Database ; Search term: "10 AND 13" (Info added since: unrestricted, Results 1)

Saved: 15-Jul-2003, 22:37:44 CET

4 DKFL

AN 8866268.

TI Instrument panel weatherability.

AU Lord-E-M, Kishbaugh-L, Russel-J, Arthur-J.

IN Textron, Davidson Technology Center, US.

SO SAE-Paper, NR: 880506 (1988 ) S: 1-8 PP: 8 DIAGR: 2 TAB: 1.

CN US.

LG EN.

CC 51 GGB 33 YHA 65 RPB 65 RPW 65 RPX.

MJ ARMATURENBRETTABDECKUNG; FAHRZEUGINNENWANDVERKLEIDUNG; KUNSTSTOFF;  
THERMOPLAST; STOFFPRUEFUNG; ERZEUGNISPRUEFUNG.

AB Bewitterungsversuche fuer Fahrzeuginstrumententafeln. Ueberblick ueber Laborversuche zur kuenstlichen Bewitterung von Vinyl/Schaum-Verbundstoffen, wie sie von wichtigen Fahrzeugherstellern fuer Teile des Armaturenbretts angewandt werden. Der Beitrag geht fuer jeden Test auf kritische Parameter ein wie Lichtbestrahlung ( ultraviolette, sichtbare und infrarote Anteile ), Hell-Dunkel-Zyklen, Umgebungstemperaturen, Temperaturen schwarz gefaerbter Teile und Feuchtigkeit. Er diskutiert ausserdem die Mechanismen zur Einstellung dieser Parameter. Der Beitrag stellt den Bedarf nach einem einheitlichen Normversuch heraus, besonders als Anhaltspunkt fuer die Materialentwicklung durch Zulieferer.

YR 88.

AV Original vorhanden.

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Search strategy

No. 1, Database ; Search term: "BEZEL\$1 OR FRAME\$1 OR RIM\$1 OR FACEPLATE OR TRIM\$ OR SURROUND OR COVERING OR PANEL OR HARDWARE OR MODULE\$" (Info added since: unrestricted, Results 3152)

No. 10, Database ; Search term: "center\$2 OR centre\$2 OR central OR centrally OR centermost OR middle OR midpoint OR midway" (Info added since: unrestricted, Results 2834)

No. 11, Database ; Search term: "instrument\$1 OR implement\$1 OR device\$1 OR gauge OR gauges OR apparatus OR indicator\$" (Info added since: unrestricted, Results 2150)

No. 12, Database ; Search term: "opening\$ OR hole\$ OR gap\$1 OR aperture\$1 OR crevice\$1 OR recess\$ OR slot\$ OR holder\$1" (Info added since: unrestricted, Results 393)

No. 18, Database ; Search term: "1 AND 10 AND (11 OR 12)" (Info added since: unrestricted, Results 4)

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File 347:JAPIO Oct 1976-2003/Mar(Updated 030703)  
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 File 349:PCT FULLTEXT 1979-2002/UB=20030710,UT=20030703  
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 File 350:Derwent WPIX 1963-2003/UD,UM &UP=200344  
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Set	Items	Description
S1	43	AU='JENNINGS D' OR AU='JENNINGS D M' OR AU='JENNINGS DOUGL- AS'
S2	0	S1 AND BEZEL
S3	0	S1 AND DASHBOARD